



"Dwinell, David L SPN"
<David.L.Dwinell@spd02.usace.army.mil>


08/15/2005 08:09 AM

To "Chang, Margaret SPN"
<Margaret.Chang@spd02.usace.army.mil>, "Lawrence,
Robert J SPN"

cc

bcc

Subject FW: Dredging at Levin and Shore Terminal Berths,
Richmond

History:  This message has been replied to.

Information from Mr. Cheney on the Levin and Shore Terminal Berths

Does this adequately address your questions on over depth and the berth width?

Also, does this adequately address your questions on the survey?

If so, I will write an approval letter after they submit a history discussing the United Heckathorne site.

Thanks

David

-----Original Message-----

From: Mike Cheney [mailto:cheney.m@comcast.net]

Sent: Thursday, August 11, 2005 5:24 PM

To: Dwinell, David L SPN

Subject: Dredging at Levin and Shore Terminal Berths, Richmond

David - The following will respond to issues raised at the DMMO meeting on the Subject berth dredging:

1. The same dredging equipment will be used to dredge both berths - a clamshell and barge. The SAP proposed that the Levin berth be maintenance dredged to -39 ft + 2 ft OD and the Shore Terminal berth be dredged to -38 ft + 1 ft OD. Because of concerns that the dredging equipment would need the same OD allowance, it is proposed to amend the SAP to include a 2 ft OD allowance for both berths. If the second foot of OD at the Shore berth is actually dredged to its limit, it would add approximately 2,560 cy to the total submitted in the SAP. Testing of the Shore berth would be done to include the 2 ft OD, to -40 ft.

2. We will spot check the existing survey information to see if it is accurate enough to use for dredged volume calculations prior to dredging; if it is not, we will perform another pre-dredge survey and contour the design and OD depth lines.

3. The Levin berth has been dredged to the dimensions shown on the SAP drawings in which the berth footprint overlaps the Federal channel; this is because Panamax (105 ft beam) ships use the berth which, along with large fenders, requires the full depth to extend into the channel (similar to the situation at the Port of Redwood City) and will not involve any "new" dredging.

Please advise whether the above is understood and agreed to by the DMMO members and we will proceed with the sampling.

